
Appendix D

Open House Questionnaire Results

Minutes

STH 26 Bike Route Planning Open Houses

November 9 & 10, 2004

5:00 – 8:00 p.m.

Johnson Creek Village Board Room and Jefferson County UW-Extension Office

Attending: WisDOT - Barbara Feeney
SEH - Darren Fortney, Dan Carl, Paul Chellevold
STH 26 Bike Route Planning Committee - Tom Presny, Mike Guisleman, Joe Nehmer,
Greg David, Steve Grabow

Media – Watertown Daily Times, The Daily Jefferson County Union

Approximately 40-50 members of the public attended the two meetings.

Meeting Purpose: Potential bike routes linking the communities between Janesville and STH 60 were presented for public review and comment.

Handouts: Bike Route Questionnaire, Open House Invitation, Display Interpretation Sheet, Description of the Bike Routes

General staff observations and comments from the meeting:

- Suggestion to depress Airport Road south of Watertown when the runway is extended. This would create a safe and convenient means for bike travel.
- Many people stated that they liked the displays and the work being done.
- Several questions about the process and what the next steps are.
- General question as to how routes/trails might be funded.
- Utilizing the STH 26 corridor was thought to be appropriate in three distinct areas: extending the Wild Goose Trail to the south closer to Watertown, extending the Glacial River trail to John Paul Road area, and within the old STH 26/new STH 26/railroad corridor between Jefferson/Fort Atkinson.

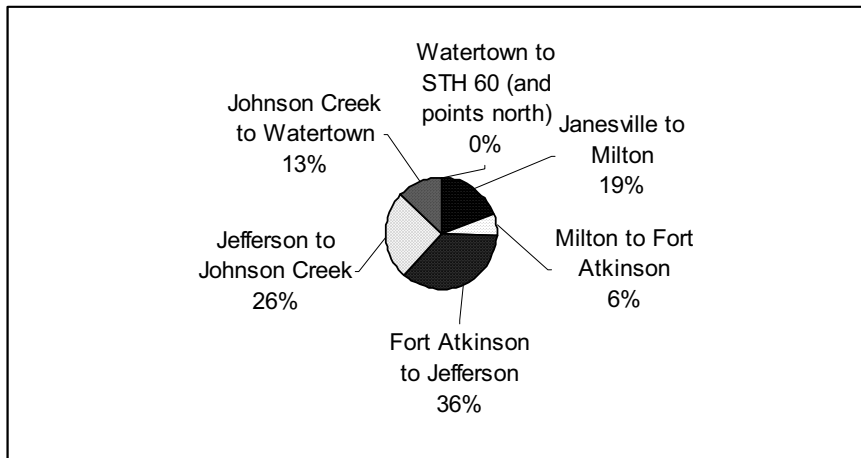
Results of the Bike Route Questionnaire

1. Between which two communities do you think the greatest *demand* for bicycle facilities exist?

Top 3 choices –

- Fort Atkinson to Jefferson
- Jefferson to Johnson Creek
- Janesville to Milton

	<u>Number of times selected</u>
<input type="checkbox"/> Janesville to Milton	6
<input type="checkbox"/> Milton to Fort Atkinson	2
<input type="checkbox"/> Fort Atkinson to Jefferson	11
<input type="checkbox"/> Jefferson to Johnson Creek	8
<input type="checkbox"/> Johnson Creek to Watertown	4
<input type="checkbox"/> Watertown to STH 60 (and points north)	0

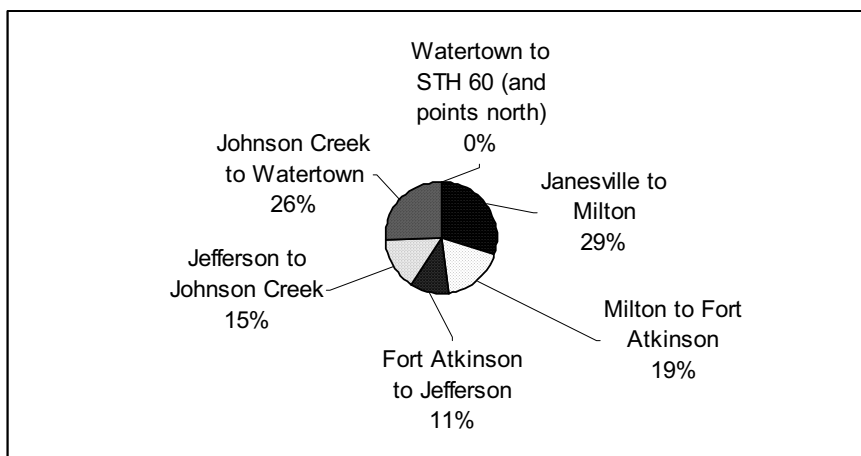


2. Between which two communities do you think the greatest *challenges* to biking exist?

Top 3 choices –

- Janesville to Milton
- Johnson Creek to Watertown
- Milton to Fort Atkinson

	<u>Number of times selected</u>
<input type="checkbox"/> Janesville to Milton	8
<input type="checkbox"/> Milton to Fort Atkinson	5
<input type="checkbox"/> Fort Atkinson to Jefferson	3
<input type="checkbox"/> Jefferson to Johnson Creek	4
<input type="checkbox"/> Johnson Creek to Watertown	7
<input type="checkbox"/> Watertown to STH 60 (and points north)	0



3. Please share any local roads that you think should be considered as potential routes in addition to what is already shown on the maps as potential routes.

<u>Road</u>	<u>Comment</u>
CTH N	South of Jefferson – not much of a shoulder, never see bikers there.
CTH K	No comment provided.
Serns Rd	Rustic Road
Vogel Rd	No comment provided.
Welsh Rd	No comment provided.
STH 26	Watertown to Juneau – along STH 26 right-of-way
CTH K	Grant Road from Fort Atkinson to Jefferson
J-JC (W1)	This would be fantastic
JE-W (W1)	This would be fantastic

4. Of the routes shown on the displays, are any of them composed of roads you think are unacceptable for biking?

<u>Road</u>	<u>Comment</u>
General	Not as long as we build 4 foot shoulders on county roads.
CTH Y	Between Johnson Creek and Watertown- heavy traffic.
Switzke Rd	Between CTH B and Emerald Drive – heavy traffic.
CTH N	I think from Janesville to Milton the trail should be off the road.
John Paul Rd	North of Milton the shoulders may be too narrow.
STH 26	STH 26 between Glacial River Trail and N. John Paul Rd.
CTH N	No comment provided.
CTH M	Watertown to STH 60 – traffic goes way to fast on CTH M.
FA-J (E3)	Too much traffic.
Town Hall Rd	Between Rotamer Rd and STH 26 – there is too much traffic.
Serns Rd	North of Milton is too curvy, hilly, and narrow.
North John Paul Rd	No comment provided.
CTH K	If Wal-Mart comes this biking road will be ruined.
CTH K	Please be aware that CTH K our beautiful river road will be very dangerous for biking if it is turned into three lanes to accommodate semi-trucks, delivery of goods, and customers to Wal-Mart. Please don't be blind to the effect Wal-Mart will have if located at the proposed site. Let's keep CTH K a safe and scenic bike route.
CTH N & CTH Y	Too much traffic – traveling too fast. Any road that is situated near a potential Wal-Mart in Jefferson
CTH N	CTH N between Jefferson and Whitewater is heavily traveled.

Route-specific Questions

1. In your opinion, which route from **Janesville to Milton** would be used the most for:
 - a. Commuting J-M W1=6; J-M E1=3
 - b. Recreational riding J-M W1=8; J-M E1=2; J-M E2=1
2. In your opinion, which route from **Milton to Fort Atkinson** would be used the most for:
 - a. Commuting M-F W1=9; M-F E1=1
 - b. Recreational riding M-F W1=3; M-F E1=6; FA-J E3=3
3. In your opinion, which route from **Fort Atkinson to Jefferson** would be used the most for:
 - a. Commuting FA-J E1=7; FA-J E2=3
 - b. Recreational riding FA-J E2=4; FA-J E3=6
4. In your opinion, which route from **Jefferson to Johnson Creek** would be used the most for:
 - a. Commuting J-JC E1=3; J-JC E2=1; J-JC W1=5
 - b. Recreational riding J-JC W1=8; J-JC E2=1
5. In your opinion, which route from **Johnson Creek to Watertown** would be used the most for:
 - a. Commuting JC-W W1=5; JC-W W3=5; JC-W E1=1
 - b. Recreational riding JC-W W1=8; JC-W E1=3
6. In your opinion, which route from **Watertown to STH 60** (and points north) would be used the most for:
 - a. Commuting W-STH 60 E1=10
 - b. Recreational riding W-STH 60 E1=5; W-STH 60 E2 =5

Additional Comments

- Good long term planning – need the support of the local communities for land use planning.
- Accommodations for the Glacier Drumlin Trail are important. Multiple paths from Milton to Janesville’s growing east side (i.e Henke Rd and Town Line Road).
- Incorporate pedestrian crossings of STH 26 in the Jefferson County Farm. In the countryside home area incorporate wildlife crossings through wider culverts at streams. Plan to build bike paths in STH 26 right-of-way now. Work with WDNR and counties to develop off road trails.
- Check abandoned rail alignment north of Milton. Work with Milton’s plan for industrial development to coordinate routes near the industrial park. Slate money to help develop Milton bike paths.
- From Janesville to Milton – I think route W1 along the old railbed offers the best long-term solution. However the road should be paved for commuters. In the mean time using low volume rail roads like route J-FD (E3) is acceptable. If a route like J-FA (E3) is used, shoulders should be paved and pee gravel limited to the car lanes.
- Work hard to connect Milton to Fort Atkinson – need to connect Rock County with Jefferson County.
- I love the planning you are doing what a positive influence this will have on our communities.
- With the vast majority of my biking being recreational, scenic and safety considerations are foremost in my mind. Biking in areas that are removed from highways and/or roads suit those considerations the best. Thank you for an informative presentation.
- The committee did a good job identifying routes.

Complete Route Descriptions

Janesville to Milton (J-M)

J-M (W1)

Ice Age Trail Connector Route

J-M (E1)

Rotamer Road
Tangelwood Road to Wright Road
Wright Road to Town Hall Rd
Town Hall Road
Townline Road
Parkview Drive

J-M (E2)

Wilcox Road
Rotamer Road
Tangelwood Road to Wright Road
Wright Road to Town Hall Road
Town Hall Road to Henke Road
Henke Road

Janesville to Fort Atkinson (bypassing Milton) (J-FA)

J-FA (E3)

Rotamer Road
Tangelwood Road to Wright Road
Wright Road to Town Hall Road
Town Hall Road to Henke Road
Henke Road to Tarrant Road
Tarrant Road/Vickerman Road
Bowers Lake Road
County KK
County K
Mcintyre Road

Milton to Fort Atkinson (M-F)

M-F (W1)

John Paul Road
STH 26
Glacial River Trail
Future Business 26

M-F (E1)

Bowers Lake Road
Vickerman Road
Grogan Road
Poeppel Road
Mcintyre Road

Fort Atkinson to Jefferson (FA-J)

FA-J (E1)

STH 26 right-of-way or railroad corridor

FA-J (E2)

County K

FA-J (E3)

WIS 106
Curtis Mill Road
County N

Jefferson to Johnson Creek (J-JC)

J-JC (W1)

Future Rock River Corridor

J-JC (W2)

Watertown Road
Future Connections (between Watertown Road and Jefferson Road)
Jefferson Road

J-JC (E1)

Future railroad corridor

J-JC (E2)

Dewey Road
Junction Road
County Y

Jefferson to Watertown (J-W)

J-W (W1)

County N
County A

J-W (E1)

Dewey Road
Junction Road
Marsh Road
Switzke Road
Airport Road

Johnson Creek to Watertown (JC-W)

JC-W (W1)

Future Rock River Corridor

JC-W (W2)

County Y

JC-W (W3)

Future railroad corridor

JC-W (E1)

County B
Switzke Road
Airport Road

Watertown to STH 60 (W-STH 60)

W-STH 60 (W1)

Welsh Road
County Q
County K
County J
County M (County J to STH 60)

W-STH 60 (E1)

Future railroad corridor

W-STH 60 (E2)

County M
STH 60 (County M to Wild Goose Trail)